



**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 11th July 2024

**Subject:** Portsmouth Electric Vehicle Infrastructure Strategy

**Report by:** Felicity Tidbury, Assistant Director of Economy, Transport and Planning

**Report author:** Gemma White, Transport Strategy Team Leader

**Cabinet Member:** Councillor Peter Candlish, Cabinet Member for Transport

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To provide an update on the results of the Electric Vehicle Infrastructure (EVI) strategy consultation and to adopt the final version of the Portsmouth EVI Strategy as a supplementary document of the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)).

## 2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 Notes the results of the Portsmouth EVI Strategy consultation;
- 2.2 Approves the content of the Portsmouth EVI Strategy (Appendix A), to be adopted;
- 2.3 Delegates authority to the Assistant Director for Economy, Transport & Planning in consultation with the Cabinet Member for Transport to make any required updates to EVI strategy, in response to policy, or funding changes or technological advances.

### 3. Background

- 3.1. Portsmouth City Council is required to comply with the Ministerial Directive as set out in the Environment Act 1995 (Portsmouth City Council) Air Quality Direction 2020. This Ministerial Directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on 29th November 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2. The Portsmouth Electric Vehicle Strategy was outlined for delivery in the first year of the LTP4 Implementation Plan. This is following it being identified as a measure in the Portsmouth Transport Strategy. It supports the strategic objective of 'Deliver cleaner air' whilst also cutting across and being delivered alongside the other strategic objectives.
- 3.3. Portsmouth's Transport Strategy's Policy B - *Support infrastructure for alternative fuelled vehicles* outlines the council's commitment to supporting electric vehicle uptake and infrastructure in the city.
- 3.4. This EVI strategy builds on this policy and responds to Government's Zero Emission Vehicle (ZEV) mandate for 80% of new cars and 70% of new vans sold in Great Britain will now be zero emission by 2030, increasing to 100% by 2035.
- 3.5. The electric vehicle infrastructure strategy has been developed for Portsmouth to deliver reliable and accessible EV charging infrastructure, enabling residents and business conversion to electric vehicles and promoting decarbonised travel and clean air initiatives.
- 3.6. Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with Government's ambition the rate of increase is expected to grow.
- 3.7. The National Electric Vehicle Insight & Support (NEVIS) tool shows that from 2021 to 2023, the number of plug-in cars has doubled in Portsmouth from 1347 to 2805, which is an increase of 108% in two years. The NEVIS statistics are thought to give a more accurate representation of the current figures of plug-in cars in Portsmouth compared to other sources of data, due to the reallocation of company owned vehicles that may not operate in Portsmouth. Mid-range NEVIS forecasts then predict growth of 38,220 plug-in cars, including 35,100 Battery Electric Vehicles (BEVs) by 2034.

- 3.8. To meet and facilitate the expected growth further charging infrastructure is required and it is key to take a strategic approach to infrastructure role out.
- 3.9. The EVI strategy demonstrates the ambition for future delivery plans and how we will meet the needs of residents, workers, visitors, and businesses.
- 3.10. The strategy responds to Governments Local Electric Vehicle Infrastructure (LEVI) funding. For which Portsmouth received £455k capability funding, and £3.682m capital funding. The capability funding is designed to increase resource and capability of local authority staff to enable development of local EVI strategies and deliver the capital funding which focuses on low powered residential chargepoint roll-out.
- 3.11. The Portsmouth EVI strategy has also been developed in alignment with the Transport for South East (TfSE) Charging Infrastructure Strategy and looks to best practice from other local authorities.
- 3.12. Partnership working is integral to developing a comprehensive charging network and we will work closely cross departmentally within the council, and externally with SSEN, car park operators, fleet operators, local businesses, taxi trade, public transport operators, Solent Transport, TfSE, and National Highways.
- 3.13. The EVI Strategy will be an enabler of, and support, external funding bids, high profile Portsmouth City Council projects, and corporate and transport priorities, including:
  - Air quality improvements and the Clean Air Zone
  - City centre regeneration
  - Decarbonisation and climate change improvements
  - National Bus Strategy - Bus Service Improvement Plan (BSIP)/Government's Zero Emission Bus Regional Area (ZEBRA)
  - Portsmouth's 2040 City Vision
  - Transport Hubs
  - Portsmouth Car Club
  - Portsmouth Local Plan, masterplans and Parking Supplementary Planning Document (SPD)

#### 4. Consultation

- 4.1. An internal cross-departmental officer working group, including parking, planning, culture and leisure, housing, highways, and licensing helped to shape the draft Portsmouth Parking Strategy objectives and policies.
- 4.2. Workshops were then held with Councillors and key stakeholders to seek and incorporate their feedback before proceeding to public consultation.
- 4.3. Approval for consultation on the draft objectives and policies was granted at the Cabinet Member for Transport Decision Meeting on 14 September 2023 and the following set of objectives were consulted on along with their eleven supporting policies;
  - **Prioritise EV infrastructure for residents, enabling conversion to electric vehicles**
  - **Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here.**
  - **Support Fleet conversion to EV through providing supporting infrastructure to meet their needs.**
  - **Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV.**
- 4.4. A six-week public consultation ran between 18 September and 29 October 2023 alongside the consultation for the parking strategy. The consultation was promoted via digital means as well as in person events held. Individuals were encouraged to respond via an online form but the opportunity to provide written responses via a paper survey form was also available. A number of comments were made by other means (mostly by email and social media) and these have all been considered as part of the consultation findings.
- 4.5. Twelve face-to-face events took place for the EVI and parking strategy consultations. These consisted of:
  - Four larger 'drop-in' events carried out in the North End, Cosham and Central Libraries, as well as outside in Commercial Road.
  - Eight smaller 'pop-up' events which took place at Old Portsmouth; the Mountbatten Centre; Palmerston Road; Copnor; Somers Town; Baffins; the University Library and Bransbury Park.
- 4.6. Flyers and paper surveys were available to take away at all events, and staff were available to answer any questions. A count was made of the number of interactions at each venue with the team speaking to over 250 people in total.

## 5. Consultation results

- 5.1. A detailed report on the consultation has been independently prepared by the council's research team and can be found in Appendix B.
- 5.2. 485 survey responses were received, 90% of which were Portsmouth residents. There was a fairly good representation from all age groups over the age of 25 but no responses were from under-25s. Overall, the consultation is judged as likely to have achieved a representative sample of opinion from the population.
- 5.3. The main findings are:
- Overall, the results indicate a generally high level of overall agreement with the draft objectives and policies, across a broad section of age groups, genders and parts of the city.
  - Just under two thirds of respondents (64%) agreed with the draft objectives, whilst 21% disagreed with the objectives.
  - The majority of respondents (63%) agreed that policies A to C would help achieve Objective 1 as set out in the draft strategy.
  - 70% of respondents agreed that policies D to F were the right ones to achieve objective 2, although 13% of respondents disagreed with these policies.
  - The majority of respondents (70%) agreed that policies G to I would help achieve Objectives 3 as set out in the draft strategy.
  - The majority of respondents (71%) agreed that policies J to K would help achieve Objectives 4 as set out in the draft strategy, though 14% disagreed.
- 5.4. The survey sought further comments from respondents to understand common reasons behind responses, and to gather more information on the level of support for the strategy. Of these further comments the most common could be summarised as follows:
- The council needs a bold, proactive, and progressive approach towards the strategy.
  - Portsmouth needs more charge points, but must ensure they are location appropriate, affordable, easy to use, and reliable.
  - 6% each of respondents express general support for the strategy.
  - 6% feel that EV is not the environmental future.
  - 4% expressed concerns about general affordability of chargepoints for residents.

- 5.5. The general conclusion drawn from the consultation exercise was that the content of the draft objectives and policies which were consulted on were generally supported.
- 5.6. The changes made following consultation include:
- Minor wording changes to provide clarity throughout and take onboard stakeholder feedback
  - Combining of policies H and I – to create a new policy H; *Support fleet conversion to EVs and work collaboratively in delivering a comprehensive EVI network*
  - More detail and evidence base included throughout
  - Action plan added
  - Monitoring and evaluation plan added

## **6. Next Steps**

- 6.1. Following adoption this strategy and its action plan will be taken forward.
- 6.2. The action will be brought forward through the Portsmouth Transport Strategy governance, with schemes being added to the LTP4 Implementation Plan and appropriate engagement undertaken as specific projects are developed.

## **7. Reasons for recommendations**

- 7.1. The adoption of an EVI strategy supports delivery of the Portsmouth Transport Strategy, specifically Policy B.
- 7.2. The adoption of an EVI strategy supports the Government strategy and ZEV mandate.
- 7.3. An EVI strategy will ensure a strategic approach to future EVI roll out.
- 7.4. Having an adopted electric vehicle infrastructure strategy will set in place a range of policies which will support and guide future decision making related to matters of importance to the city and its residents. These include city centre regeneration, parking management, and active, shared and public transport, ensuring that decisions in these areas contribute towards achievement of the city's long term strategic objectives including delivering cleaner air, economic growth, and regeneration.

- 7.5. Portsmouth City Council has undertaken a public consultation to obtain the views of residents, visitors and businesses in line with normal strategy development. The consultation responses have been analysed, and an updated strategy has now been prepared.

## **8. Integrated Impact Assessment (IIA)**

- 8.1. An IIA has been undertaken, and is attached as Appendix C.

## **9. Legal Implications**

- 9.1. The purpose of the Electric Vehicle Infrastructure Strategy is to deliver reliable and accessible EV charging infrastructure, enabling our residents in switching to EV, promoting decarbonised travel and clean air initiatives as well as supporting economic development.
- 9.2. The Council under Section 108 of the Transport Act 2000 (as amended by the Local Transport Act 2008) as the local transport authority for the City of Portsmouth must:
- develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area, and
  - carry out its functions so as to implement those policies.
- 9.3. The Council, in complying with the duty under Section 108(1)(b), must have regard to the proposals contained in the Local Transport Plan (LTP).
- 9.4. The purpose of the Portsmouth Electric Vehicle Infrastructure Strategy and the corresponding consultation is to implement a policy which further implements and supplements the LTP. In the circumstances, there was no express statutory duty on the Council (as the Local Transport Authority) to undertake a consultation. However, the Council had decided to undertake a voluntary consultation. Any such consultation must be adequate and fair.
- 9.5. Having undertaken the public consultation, the Council is required to conscientiously consider and take into account the product of the consultation in finalising any proposals. This report contains a summary of the responses to the consultation together with the actions taken following the said consultation.
- 9.6. The Electric Vehicle Infrastructure Strategy contains a number of objectives that require careful consideration, including a consideration for any legal issues



including procurement, property, highways and so on. Legal advice should be sought to ensure that any such legal issues are addressed before implementation.

**10. Director of Finance's comments**

- 10.1. The development, consultation and adoption of the strategy will be funded from the Local Electric Vehicle Infrastructure Capability scheme, a revenue grant awarded by the Department of Transport.
- 10.2. Any specific initiatives considered following adoption of the strategy will be subjected to a financial appraisal as part of the process of engagement and consultation.

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Signed by:

**Appendices:**

- Appendix A - Portsmouth Electric Vehicle Strategy
- Appendix B - Report of the Portsmouth Electric Vehicle Strategy consultation
- Appendix C - IIA

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
Portsmouth Transport Strategy (LTP4)	<a href="https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/">https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/</a>
LTP4 Implementation Plan	<a href="#">Portsmouth Transport Strategy 2021-2036</a>
Portsmouth Electric Vehicle Strategy draft Objectives and Policies	<a href="#">Summary of the Draft Portsmouth electric vehicle infrastructure strategy for consultation - Travel Portsmouth</a>
Cabinet Member of Transport report - Draft Electric Vehicle Infrastructure Strategy - Approval to Consult	<a href="#">Agenda for Cabinet Member for Transport on Thursday, 14th September, 2023, 10.00 am Portsmouth City Council</a>





The recommendation(s) set out above were approved/ approved as amended/ deferred/  
rejected by ..... on .....

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Signed by: